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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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HONGKONG OFFICE: 10A, DES VOUTS ROAD, C.
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The Daily Press.

HONGKONG, AUGUST 26TH, 1906.

THE news from Canton, during the past few days plainly shows that no relaxation of the boycott of Japanese goods is yet contemplated by the Cantonese Guilds. Evidently a very close system of espionage is maintained to ensure the strict observance of the orders of the guilds in the matter. When a member of a guild is proved to have dealt in Japanese goods he is apparently mulcted in heavy penalties. It may be accepted as evidence of the power exercised by these guilds that we hear of no open defiance of their orders in the matter, and of extremely few cases of clandestine dealings in the banned articles of trade; nor do we hear of offenders who have been mulcted refusing to pay the penalties the guild inflicts for "unpatriotic behaviour." No doubt the ostracism which a refusal would entail would prove far more expensive. It is curious to note, however, that while the guilds are re-affirming their intention to ensure a strict enforcement of the boycott, the Viceroy of Canton is pleased to accept from the Government of Japan not only a monetary contribution but a large consignment of goods of Japanese manufacture towards the relief of the sufferers by flood in the riverine districts of the province of Kwangtung. The continuance of the boycott for so many months has undoubtedly been a severe blow to Japanese trade and commerce. Its effect on Japanese shipping has been especially marked, and most of the Japanese steamship companies engaged in the China coast and river trade have been obliged to go in for drastic economies. How long is this state of affairs to be

permitted to continue? For the Government of Japan to make strong representations to Peking on the subject would doubtless serve only to make matters worse. She has wisely been adopting a conciliatory policy, but if there is any indication of improvement in the situation it cannot be very substantial. There is no present intention on the part of the guilds to allow the boycott to "fizzle out," and so far as the attitude of the officials goes, no consuming desire has been manifested to end the tension and restore friendly trade relations between the two peoples. There is only too much reason to fear indeed that the boycott movement has the Viceroy's entire sympathy, and that nothing is likely to be done either by moral suasion or by force to break the tyranny which the guilds exercise in restraint of trade. The Chinese Government, at the present time appears to be exerting itself to suppress various political organisations which have proved themselves to be embarrassing to the local governing authorities, and the Government might well take into consideration the dangerous tendency of the trade guilds to enter the sphere of political action. What is the difference, so far as Japan is concerned, between the present situation and that of half a century ago when restraint of trade was deemed by Foreign Powers sufficient excuse for war? It would be idle to plead that to-day it is not the Government who are enforcing restrictive measures, but the merchants themselves. The Government cannot entirely free itself from responsibility and blame while it allows these guilds to exercise a tyranny in restraint of trade and gives no sign of its disapprobation of such proceedings. The neglect of the authorities to intervene with the object of stopping the boycott can only be viewed as leading to encouragement, and the Japanese Government would, it seems to us, be simply justified in making the prolongation of the boycott the subject of a strong diplomatic protest at Peking. We are not specially concerned for the power at which the boycott is aimed. The weapon the Chinese are using has been directed before against the Americans, and unless the Chinese Government is made to feel its responsibility for the losses that ensue, it may at some future time be levelled against the trade of other Powers. The Chinese Government has the power to end the boycott, and its neglect to do so can only be regarded in diplomatic parlance, as a distinctly unfriendly act.

Lieut.-Col. H. D. Staupole, Army Accounts Department, has been appointed Chief Paymaster at Hongkong, and embarks about September 15th.

As the result of a landslide at Yau-mat-tai, Wednesday afternoon a coolie was entombed and was so severely crushed that he died shortly after he had been extricated.

The Chinese Government has decided to establish an Imperial University in the Capital at a cost of two million taels and to provide an annual appropriation of 200,000 taels for maintenance. A deputation has been sent to Japan to study the Japanese university system.

The cruiser Crescent, Captain C. F. Henderson, was to leave Portsmouth on August 6th for the Far East with relief crews for the vessels recommissioning at Hongkong and Shanghai for further service on the China Station. New ships' companies for *Crescent* and the *Cadmus* are coming out in the *Crescent*.

"Death was due to injuries received by falling into the dry dock." Such was the verdict returned by a jury who sat at the Magistrate's yesterday to inquire into the circumstances attending the death of an Indian watchman who was found dead in a dry dock at Quarry Bay. Mr. Kemp, sitting as coroner, conducted the inquiry.

A burglary at the "Lucas Scientific Diamond Palace" in Queen's Road Central was reported to the police yesterday. The thieves had evidently effected an entrance through a broken skylight above the back door and collected undisturbed a fairly large booty. It included some of the most valuable articles in stock, artificial diamonds set in gold, etc., and though the amount stolen has not yet been calculated it is tolerably certain to reach close upon four figures. No clue has been obtained whereby the thieves can be traced.

At the Magistrate's yesterday afternoon Mr. Kemp heard a charge preferred against two "coolie snatchers" by Sergeant Barker with obtaining money from a boarding house keeper by means of false pretences. It appeared that they brought seven coolies to the boarding house and coached them under promise of restoring money to declare that they were willing to go to Singapore. They also taught the men to say the sum "thing on going" for this statement. In the meantime the "coolie snatchers" would receive money from the boarding house keeper and this they would share with the coolies. As arranged the coolies on the second examination refused to go to Singapore, and as the result of inquiries being made the conspirators were arrested.

It is reported that the Chinese captain of the sailing ship concerned in the recent gun-running incident at Amoy has been sentenced to imprisonment for life. The rifle and ammunition seized have been confiscated.

The police raided a house at 27 Elgin Street on Wednesday and arrested eight gamblers. The latter resisted arrest and a lunkong had a narrow escape from being thrown over the verandah. The defendants were each fined \$5.

Another instance of the "tricks that are a'rain" was given at the Magistrate's yesterday when a Chinaman employed at the Naval Yard was brought before Mr. Wood on a charge of stealing rivet heads. As is known, the employees are searched on leaving the works, and the defendant knowing this had put almost a pound of these heads in his mouth. However, the trick was discovered. He pleaded guilty and was sentenced to one month's imprisonment.

The story of a goat and a P.W.D. coolie was told at the Police Court yesterday. The coolie was engaged repairing the wires on the Shan-kiwan Road and near where he was working a number of goats were grazing. One of the animals evidently thought the coolie's movements boded ill to it, and taking advantage of the man's head being lowered, it rushed at him and butted him so severely on the head that he was sent rolling into the road. When picked up it was found that his injuries necessitated his removal to the hospital whither he was accordingly conveyed.

Sir John Murray, who is on his way to visit Christmas Island, in the Indian Ocean, will, the London correspondent of the *Scotsman* says, be joined there by Dr. G. W. Andrews, of the Geological Department of the British Museum. Dr. Andrews, it may be remembered, visited Christmas Island ten years ago, and at the instance of Sir John Murray he stayed on the place for over a year for the purpose of making an exhaustive exploration of the fauna and flora of an oceanic island not up to that time inhabited by man. Since then Christmas Island has been opened up by the working of its guano deposits, and there is now a population, chiefly Chinese coolies, of about 1,000 persons. Faith has been cut through the island, which is estimated to cover fifty square miles. Sir John Murray, who is the author of numerous papers on subjects connected with geography, oceanography, marine biology, and limnology, has recently been making a short stay in Hongkong.

THE HONGKONG "OPIUM DENS."**STATEMENT IN PARLIAMENT.**

In the House of Commons on the 25th ult. COLONEL SMELLY, Under Secretary of State for the Colonies, replying to Mr. Lytton, said, with reference to the complaint that the Government had taken action with regard to the closing of the opium dens without consulting the authorities at Hongkong, although they did their best to ascertain the views of the people, it was quite impossible to get anything like a reasoned opinion from the inhabitants of Hongkong. He reiterated what he had said in a previous discussion, that it was the policy of the Government to close the opium dens in Hongkong. That remained the policy of the Government, and as regarded that policy itself the right hon. gentleman would forgive him if he quoted words of his. The right hon. gentleman said on a former occasion, "I congratulate the Government and the Under-Secretary on having taken steps which are entirely reasonable in the circumstances." (Hear, hear.)

Mr. LYTTON.—I agreed with that policy. But what I said was that every person of sense presumed that the ordinary steps had been taken that would make the policy palatable.

COLONEL SMELLY said the ordinary steps could not be taken for reasons that he had given. The ordinary steps were now being taken, and the Government would act throughout on the advice they had recently obtained, and would obtain, from the Governor. He believed he would be able to satisfy the House that the best public opinion in Hongkong, and the opinion of the Governor himself, coincided with the policy of the Government as to the measures they proposed to take.

SWISS GIRL TO SWIM THE CHANNEL.

Mlle. Martine Rebert, aged twenty, of Neuchâtel, who holds all the Swiss records in swimming both for long distance and speed intends to make an attempt to swim across the Channel this summer. Last year with her elder sister Cecile she created a sensation in Paris by swimming through Paris in the amateur race organised by the "Sports" journal, and finishing ahead of a number of the best male swimmers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 27th at 11.51 a.m.—The typhoon which was situated to the E. of Shanghai yesterday, has recurred to the N.E. and is now over Korea. The barometer has risen considerably to moderately at all stations, except at those on the N.E. coast of China and in Japan. Pressure is still high over the Pacific to the E. of Japan. It is low apparently, to the Southward of the Bonin Islands. Moderate N.E. and E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea. Hongkong forecast for the 24 hours ending 10.10 a.m. to-day, 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood. E. winds, moderate; showers. Formosa Channel. N.E. winds, moderate. South coast of China between Hongkong and Luncok. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, August 25th.

The death is announced of Sir Eyre Massey Shaw, K.C.B., who was formerly Chief Constable and Chief of the Fire Brigade, Belfast, and subsequently, for thirty years, Chief of the Metropolitan Fire Brigade, London.

Sir George Barclay Bruce, the well-known engineer, is also dead. Sir George began his career as a civil engineer under Robert Stephenson and at one time occupied the position of Chief Engineer of the Madras Railway.

JAPANESE IMMIGRATION INTO AMERICA.**AN OFFICIAL CONTRADICTION.**

Tokyo, August 27th.

The Japanese Government has authorised a denial of the statement telegraphed through Reuter's Agency that Japan has practically refused to assent to the American proposals to negotiate a new Immigration Treaty.

The statement is officially declared to be without foundation.

REUTER'S SERVICE.]**THE AMERICAN FLEET AT SYDNEY.**

LONDON, August 25th.

At Sydney, a review of 13,000 Commonwealth military and naval forces, together with detachments from the British and American warships in the harbour, has been held in the Centennial Park in honour of the visit of the American fleet, and in the presence of H. E. the Rt. Hon. Lord Northcote, Governor-General of Australia, and Admiral Sperry commanding the J. S. battleship fleet.

LOCAL SPORT.**LAWN BOWLS.**

An interesting match, the result of a challenge between members of the Civil Service Club and the Police Recreation Club (bearing the regular Club Skips), was decided on the Civil Service's ground on Wednesday evening. The C. S. C. Club were represented by C. Bond (skip), A. M. Thornhill, A. Blower and P. R. Adams and the Police by W. Withers (skip), F. McHardy, J. Watt and G. Ogg. The C. S. C. Club men started off with heads of 3-5-4, and were leading on the seventh head by 22 to 0 and went on improving matters until the final saw them run out easy winners after playing fifteen heads by a remarkable win of 80 points to three.

IMPORTANT NAVAL APPOINTMENTS.

The following appointments have been decided on, and will take effect soon: Rear-Admiral Sir Henry B. Jackson, now Controller of the Navy, will go abroad in command of the Third (Medio-Terranean) Cruiser Squadron; Rear-Admiral W. Fisher will hoist his flag as second in command of the Atlantic Fleet; Rear-Admiral Sir John R. Jellicoe, who is now Rear-Admiral in the Atlantic Fleet, will succeed Sir Henry Jackson as Lord of the Admiralty and Controller of the Navy; Captain Ernest C. T. Troubridge will become Private Secretary to the First Lord of the Admiralty, he is at present Chief of the Staff to Sir Charles Drury in the Mediterranean.

Before long officers will have to be appointed to replace Admiral Sir Gerard Noel as Commander-in-Chief at the Nile, Admiral Sir Charles Drury as Commander-in-Chief in the Mediterranean, and Vice-Admiral the Hon. Sir A. C. Unwin as Commander-in-Chief of the Atlantic Fleet. Rumour has been busy with these appointments, and definite statements have been confidently put forward. But no decision has as yet been come to with regard to them and the matter remains very uncertain.

With the appointment of Rear-Admiral C. H. Adair to command the First Cruiser Squadron in succession to Sir Percy Scott, who goes to South Africa, another command falls vacant for Rear-Admiral Adair is at present in command of the Second (Atlantic) Cruiser Squadron.

THE FLYING OF THE UNION JACK.

Earl Howe in the House of Lords asked his Majesty's Government, "with a view to removing any possible doubt that may exist on the subject, whether it is a fact that the full Union Jack may be flown on land by every citizen in the Empire as well as on Government offices and public buildings."

The Earl of Crewe said many of them knew that there had existed in the public mind a curious notion as to what flag might be and what flag might not be flown. At one time it seemed to be believed that the Royal Standard could be flown anywhere and by anybody. That, however, was not the case. The Royal Standard was the personal flag of the Sovereign and could not properly be flown without his Majesty's permission, which was only granted when either the King or Queen was present. That state of things did not apply to the Union Jack. The Union Jack should be regarded as the national flag, and it undoubtedly might be flown on land by his Majesty's subjects. That was the position, which was only granted when either the King or Queen was present. That state of things did not apply to the Union Jack. The Union Jack should be regarded as the national flag, and it undoubtedly might be flown on land by his Majesty's subjects. 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Hongkong, 22nd August, 1908. 20

NOTICE TO CONSIGNEES

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 5 P.M., TODAY.

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 25th August, 1906. 1220

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASILIA"

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside Kowloon Wharf.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th August, at 3 P.M.

No Fire Insurance has been effected.

HAMMOU-AMERICA LINE, Hongkong Office.

Hongkong, 24th August, 1906. 1217

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"NORE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 25th August, 1906. 1

NORDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 9.30 A.M.

All Claims must reach us before the 6th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHE LLOYD, MELCHERS & Co., General Agents.

Hongkong, 26th August, 1906. 5

SIEN TING

SURGEON DENTIST, No. 10, DAUGILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. 575

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS, &c. Comprehensive and Complete Record

OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription paid in advance, \$12 per annum. Postage \$2 to any part of the World.

HOW I RAN THE MARATHON RACE.

BY PIERRE DORANDO IN THE

"DAILY MAIL."

I should like to make it clear that my surname is not Dorando. It is the Italian custom to put the surname first and the baptismal name afterwards; thus according to the English fashion, my name is Dorando Pietri.

But I do not mind the mistake which every one has made, for it is pleasant to have every one call you by your Christian name; and it makes me feel that you are all my friends; it makes me feel that I love you all with the warmth of my heart.

I was born not in Capri, as so many writers have said, but in Carpi, which is near Modena. I am twenty-three years old next October.

At home I am a confectioneer, and, as I have to earn my living, I am very devoted to my trade. When I was quite a boy I always had a feeling that I could run faster than most boys, and later I ran in a lot of club races and won many prizes.

I used to train in my spare time when I had done my work for the day, but I have never neglected myself. My meals in the ordinary were the meals of any other Italian—minestrone, macaroni in various forms, and plenty of fruit.

There are just two things from which I abstain—smoking and spirits. I am not a teetotaler, however, and always with lunch or dinner I drink the good vino di Barolo.

A good meal and a glass of wine before a long run have never harmed me.

DREAM OF A LIFETIME.

When I came to London it was to realise the dream of my life—I wanted to win the Marathon Race. In Italy I reached the summit of my desires when I won the Italian championship for long-distance running. I had run a race almost the same distance as the Marathon. That was in 1906, when I did Rome to Monte Rotondo in two hours forty-two minutes.

So that when my friends cried "Addio, Dorando! Don't come back without the trophy," I swore that I would not. Ah! but I have something far greater than the trophy: it will open their eyes when they see the gold cup, and when I tell of the glorious and beautiful Queen of England.

Well, I came to England, feeling fit and strong, because I had just finished my eighteen months' service in the Army, and that makes a man as hard as the hills.

"I will win the Marathon Race or die," I said to my friends here the night before. In the morning I was up early and had a fine breakfast of four fried eggs and coffee. For lunch I had a steak, slightly underdone. I never felt stronger in my life than I did at the start on that glorious day. The sun worried little, I am used to the hot skies in my own country.

I felt there was only one thing I had to do, and that was to beat Lumborg. Every one was talking about Lumborg being certain to win, and so I made it my business to keep near him.

I kept up the same pace through the whole run—about 94 miles a hour, and I neither stopped nor rested.

Of what use one thinks of such a run? Of nothing, except the fact that for the rest of the run I kept on. For the rest of the run I kept on. For the rest of the run I kept on.

Small things are noticed, such as the expression on the face of a woman as one races by, or the cry of a man cheering in an unfamiliar tongue. Once I saw a rabbit scamper across the road.

FOOD BY THE WAY.

For refreshment on the way I took some sweet coffee and sucked a lemon. Later on I had some beef tea. A man offered me a basket of mixed fruit and jelly, and I took a slice of melon.

So the miles passed, and I ran on, cheered by my attendants and by the news that I was running well, and that only Baffron was leading. Mine I passed with joy thumping at my heart and I went a little stronger, for I knew that I was first—first!

Oh! the joy of victory which I thought was to be mine. It was intoxicating. More demonstrations than the best, and the run and the long road was the excitement that threatened to choke my heart. My impressions are necessarily hazy, but one will remain for ever.

I came to the Stadium.

Can you realise what that meant for me? Imagine, under any circumstances, the effect on your mind of 8,000 people or more shouting your name at once, and you a small figure dusty and drenched with sweat running from Windsor in the heat of the afternoon.

I came into the Stadium, and the shouts met me. It seemed that I could feel the great shout from 8,000 throats striking my ears. The sight of the black mountains of people and the huge oval of the Stadium dazed and stupefied me. They crushed me with their welcome. My nerves gave way.

I was conscious when I fell. The change from the hard road to the soft, loose underfoot clogged my feet so that I could barely lift them. I knew what I was doing.

Oh! Why did they help me up? I could have got up if they had let me rest just a little. My strength may have been giving way, but I felt equal to winning the race. I did not ask to be helped. It was not my fault that they caught hold of me.

I thought I had won, and when they told me the bitter truth I broke down. I did not complain; I suppose I wept secretly in my disappointment.

I am still weeping now for the tender sympathy of the British people and the glorious way in which the Queen of England has honoured me.

I cannot write my gratitude, but I feel it, and when I return to Italy I shall tell them how England—the great land of sportsmen—was generous and kind to me.

So I thank all those who have sent me letters and telegrams—I thank them from the bottom of my heart.

So do I thank the unknown lady who took a basket from her arm yesterday and bade me wear it; and the working man who gave me a shilling because he said he had no more to give me.

I shall wear that shilling always on my watch-chain, so that when I am old, years hence in Italy, I shall remember those days when I ran and lost the Marathon Race.

Messrs. Calbeck, Macgregor & Co. are introducing to Hongkong the Aquarius Dry-Grinder. Also manufactured by the well-known Aquarius Company, Shanghai—a first class beverage which will doubtless command an extensive sale.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Left, Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Left, Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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COST OF MODERN WARFARE.

A GERMAN ESTIMATE.

On the authority of the well-known General of Infantry, General von Blum, the *Magdeburg Zeitung* publishes an interesting article on the cost which Germany would incur in her next European war. It would be a mistake, thinks General von Blum, to believe that Germany's next war would be of shorter duration than the struggle of thirty-eight years ago against France. It is quite true that no State, no matter how strong, could hold out long under present conditions of warfare, but then it is equally true that no great Power would now engage in war unless her very existence were jeopardised, and in such a war every State would fight till utterly exhausted.

A Thirty Years' War or a Seven Years' War would now be impossible, and it is even difficult to say whether a modern great Power could maintain war for one or two years.

The campaign of 1866 against Austria was practically settled in seven days. Whilst the French war lasted seven months.

As the basis of his calculation, General von Blum takes the war against France, and takes into consideration the development of Germany's strength since 1871. The Franco-German war, he says, may be said to have lasted, for purposes of his calculation, 305 days—that is to say, until the return of the last troops to Germany.

The war cost Germany 1,750,000,000 marks, or 5,750,000 marks daily, between August, 1870, and the end of March, 1871. The average strength of the army was 1,354,000 men. It is calculated that at the present time Germany might reckon on a force of 4,750,000 men, but even supposing this figure to be exaggerated there is a certainty that 2,500,000 men would be in the field, and that behind them there would be inexhaustible reserves.

General von Blum, working on this basis and remembering the different purchasing power of money, states that Germany's next war would cost 15,000,000 to 16,000,000 marks daily, or 4,500,000,000 to 4,600,000,000 marks monthly.

A year's campaign would therefore mean at the least the incalculable sum of 5,400,000,000 marks. This, as General von Blum points out, is on the basis of only 2,500,000 men in the field, a number which is far behind what would actually be engaged.

These are all direct expenses, but there are indirect expenses as well. The families of reserve soldiers and the Landwehr must be supported during the course of the campaign; the railways, although belonging to the State, would be reimbursed for all transport expenses at the conclusion of the war; compensation would have to be paid for any injury done to private property, and destroyed material would have to be replaced. Finally, there is the terrible burden of pensions. At the conclusion of the French War this last item had the sum of 561,000,000 marks set aside for it—a sum which had sunk in 1903 to only 190,000,000 marks.

General von Blum reasons that these indirect expenses would amount to one quarter of the direct cost. Therefore one year's campaign for Germany would cost from 6,750,000,000 to 7,200,000,000 marks. In his calculations he leaves, of course out of consideration the injury, which would be done to the industrial life of the entire State, but the extent of this injury may be imagined when it is remembered that in 1870 56 per cent. of Germany's population were engaged in agriculture, whereas only 30 per cent. are now engaged in this pursuit.

Commenting on this article, the *Magdeburg Zeitung* says that Germany is a peace-loving country, but if attacked her will be to "blood her enemy white." "Let us in peace therefore," says the journal, "our last word."

PRINCE OF WALES MOBBED BY PILGRIMS.

PATHETIC INCIDENT AT THE CANADIAN LOUVER.

A delightful incident full of human interest, marked the Prince of Wales' country excursion to Ste Anne de Beau Pré. Having landed at the Chateau Bellevue the Prince, Lord Grey, Sir Wilfrid Laurier, and Lord Strathcona, with their suites, returned by motor to Quebec, a distance of thirty miles, and en route paid a visit to the picturesque pilgrimage village of Sainte Anne de Beau Pré, known as the American Lourdes.

Hundreds of pilgrims, many on crutches, and visitors collected at the roadside, and the moment they saw the motorcade approaching, rushed in a solid mass and surrounded the car and cheerers. The Prince stood up while men, women, and children caught his hands. His Royal Highness, smiling and evidently greatly gratified, held out both hands and spoke some kindly and sympathetic words.

With great difficulty Earl Grey and Mr. Mathieu, director of Laval University, who was the Prince's host, cleared a space round the car, and his Royal Highness alighted and proceeded to enter the pilgrimage church, the steps of which were crowded with crutches and pilgrims, who again thronged around the Prince and cheered, and in many cases tried to kiss his hands. Inside the church Mr. Mathieu pointed out stacks of crutches, spectacles, and surgical appliances which had been cast off by cured pilgrims.

UNEMPLOYMENT IN ENGLAND.

"NOT AN ORDINARY DEPRESSION"

A correspondent in the *Times* writes:—We are going to have a very bad winter, and those whom it concerns will do well to take thought for it beforehand. Everyone knows that the prospect of this is over and depression has set in; it is shown by the returns of trade, of pauperism, and of unemployment. But general evidence of this kind only produces a vague impression; it does not reveal the exceptional prospect before us. To realise that one must have spent much time during last winter and spring in all the largest seats of industry in England, and a conviction gradually formed in my mind from accumulated evidence that we are going to have a very bad time indeed. It impresses one to see, one after another, vast and magnificent workshops completely equipped with the most modern and perfect appliances—a desert. And that is literally true to-day.

This is not an ordinary depression due only to the universal sea-saw of trade. It is greatly aggravated by the result of national economies and the slackening of Government orders. Further, the standing residuum of unemployment, which steadily increases, not from year to year, but from period to period, is perceptibly swollen by the reduction of Government establishments and the discharge of men, both working men and soldiers. Then there is a special cause in one large district. The engineers in the north-eastern shops have been away from work for several months, and are evidently going to stop away till their funds are exhausted, when that happens they will find little work to go back to, and will join the labourers automatically thrown out of work as paupers.

I draw two conclusions from these and other signs, a direct and indirect one. The first is that unemployment will be very widespread and distress acute. All the agencies, official and voluntary, which will have to deal with such a situation, their plans beforehand, if I am wrong, no harm will be done and they will be ready for the following winter.

The second is that the policy of tariff reform will receive a great stimulus. It is certainly coming, and it may come with a rush, which will take its advocates by surprise. Let me respectfully offer them two pieces of advice. One is not to promise too much, not to treat working men like children who must be coaxed with sugar-plums (that should be left to the Socialists), but to address them as self-respecting men, appeal to their manhood and tell them the truth, that tariff reform is, from the economic point of view, a disagreeable necessity forced upon us by the action of other countries, and that it will cost us something, but that we shall get our money's worth in other ways. The second piece of advice is to beguile their plans ready in detail, to let their schedules of rates at least in a state of preparation. Perhaps they are so already, and I am doing them injustice.

Let me add that I speak merely as an observer, and that I sincerely hope this will not happen. I hope the present Government will remain for at least two years longer; but I see them being driven upon a tremendous rock in mid stream, which bears the name of "Unemployment," and from the paddles they are using and from the way they are using them I gather that they do not even see it.

ON FASHIONS.

ELEGANCE IN VOYAGE.

The end of the season has been marked by a demand for rustic fashions. Milkmaid hats, peasant's blouses, and haymaker frocks are being packed away in trunks labelled for the seaside or country.

"The demand for rustic fashions probably owes its origin to the demand for rustic holidays," a West End modiste explained to an newspaper representative.

"The season has been a particularly heavy one, and the spells of tropical weather have knocked up a number of women who usually emerge comparatively fresh from the round of fashions."

The consequence is that there has been a duty for primitive costumes in quiet country places, where a mid-rustic can be enjoyed.

"Rustic places all for rustic clothes, and some quiet, pretty fashions have been created. Bare necks for trimmings, such as orchid, camellia, rose, and heliotrope, have been replaced in the drooping windows by pipples and corn, oars and marguerites, wild roses, ragged robin, and buttercups."

The milkmaid hat is made of plaited rushes, tied under the chin with soft ribbons and wreathed with wild flowers.

"The peasant's blouse" is very artistic. It resembles the blouse worn by little Dutch peasant children, in a lovely shade of burnt orange.

"The haymaker's frock is a simple print gown, the skirt cut short and full round the hips. The bodice is made without any lace or embroidery, and is cut with short sleeves and a turn-down collar."



BORDEN'S "GOLD SEAL" CONDENSED MILK

MADE BY THE ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY

SANITARY MILK in which GALT BORDEN was the Pioneer. A fact worthy of your consideration.

Stands Supreme for PURITY, RICHNESS AND FLAVOUR, WARRANTED

TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

CONNELL BROS. COMPANY.

Sole Importers.

Hongkong, 21st August, 1906.

153

INSURANCES

NORTH BRITISH AND MERICAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907: £15,114,924.

I. Authorised Capital.....£2,000,000
Subscribed Capital.....£2,750,000
Paid-up Capital.....£67,500 0 0
II. Fire Funds.....£3,085,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1905. 1019

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTLER, BROCKELMANN & CO., Agents.
Hongkong, 31st April, 1897. 114

FRANZ JOSEF
VINCENY'S PROMINENT APERT WATER

GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breach-loaders from 30s. each. Illustrated catalogue of LARVER HOBBS Shot Guns, Combination Guns Sporting Rifles, etc., sent free.

1168) C. JAMES & RAYNOLDS, George Street, Minories, London, E.C., Eng.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK." A., A.B.C., and Engineering Code Used. NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 722 feet.
Length on Blocks..... 714 "
Width of Entrance on Top..... 964 "
Width of Entrance on Bottom..... 884 "
Water on Blocks at Spring Tide..... 84 "

DOCK No. 1.

Extreme Length..... 523 feet.
Length on Blocks..... 513 "
Width of Entrance on Top..... 88 "
Width of Entrance on Bottom..... 77 "
Water on Blocks at Spring Tide..... 64 "

DOCK No. 2.

Extreme Length..... 371 feet.
Length on Blocks..... 360 "
Width of Entrance on Top..... 66 "
Width of Entrance on Bottom..... 53 "
Water on Blocks at Spring Tide..... 42 "

PATENT SL

SHIPPING.

ARRIVALS.
ARANA, British str., 2,578, A. Bowden, 28th Aug.—New York 28th Aug., Petroleum—Standard Oil Co.
BERKLEY, British str., 1,392, Gny, 27th August—Yokohama 20th Aug.—Gibb, Livingston & Co.
CHONGSHING, British str., 1,256, V. McC. Liddell, 27th August—Tientsin via Ports 19th August, General—Jardine, Matheson & Co.
EMPEROR OF JAPAN, British str., 5,940, E. Robinson, R.N.R., 27th August—Vancouver Aug. 26th and Shanghai 24th, Mails and General—Canadian Pacific Railway Co.
HOPKINS, British str., 1,359, Jas. M. Hay, 27th August—Sourabaya 12th August, Sugar—Jardine, Matheson & Co.
JOHN HARDIE, British str., 2,816, McMillan, 26th August—New York 19th June, Kerosine Oil—Standard Oil Co.
MERUO, Chinese str., 27th August—Canton, SINGAPORE, British str., 267, G. H. Penna, father, 27th August—Hilo 23rd August, Sugar—Butterfield & Swire.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
 27th August.
Bengal, British str., for Singapore
Chatham, British str., for Newcastle
Glenage, British str., for Amoy
Hawdon, German str., for Taichang
Swanley, British str., for Durban

DEPARTURES.
 27th August.
BRASILIA, British str., for Shanghai
CHITUR, Chinese str., for Canton
CHURCH, French str., for K. C. Wan
ELPH, British str., for Haiphong
JOHN HARDIE, British str., for Canton
NOB, British str., for Shanghai
P. E. F. F., German str., for Shanghai
TAISHAN, British str., for Saigon

SHIPPING REPORTS.
 The British str. *Chongshing* reports: variable weather lately smooth sea and showery.

VESSELS IN DOCK.
 August 28th.
ALLENBY, British str., for Haiphong
BERKLEY, British str., for Amoy
CHONGSHING, British str., for Canton
EMPEROR OF JAPAN, British str., for Vancouver
HOPKINS, British str., for Sourabaya
JOHN HARDIE, British str., for Canton
NOB, British str., for Shanghai
P. E. F. F., German str., for Shanghai
TAISHAN, British str., for Saigon

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship
"HAIKUN"
 Captain R. C. Cuddy, R.N.R., will be despatched for the above Ports on MONDAY, the 28th inst., at 2 P.M.
 A reduction of 20 per cent. on First Class fares to Kanton and Canton.
 For Freight or Passage apply to
DOUGLAS LARPAK & CO.,
 General Managers.
 Hongkong, 28th August, 1908. 1225

FOR SHANGHAI, YOKOHAMA AND KOBE.
THE Steamship
"JAPAN"
 Captain J. G. O'Brien, will be despatched for the above Ports on MONDAY, the 31st inst., at 4 P.M., instead of as previously advertised.
 This steamer has superior accommodation for passengers and is fitted throughout with Electric Light, and carries a fully certified Doctor.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 28th August, 1908. 1204

"SHIRE" LINE OF STEAMERS
LIMITED.
 FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"FLINTSHIRE"
 Captain G. C. Cuddy, R.N.R., will be despatched for the above Ports on MONDAY, the 31st August, at 5 P.M.
 Surgeons and Stewards carried.
 For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 28th August, 1908. 1093

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DEIHI"
 Captain J. D. Andrews, R.N.R., carrying 150 tons of mail, will be despatched for the above Ports on MONDAY, the 31st August, at 5 P.M.
 Surgeons and Stewards carried.
 For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 28th August, 1908. 1093

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THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	1	G. C. Cuddy, R.N.R.	SHEWAN, TOMES & Co.	On 31st inst., at 5 P.M.
LONDON, HAMBURG & ANTWERP	GLENROY	Brit. str.	1	T. D. Andrews, R.N.R.	McGREGOR BROS. & GOW	On 30th inst.
LONDON, HAMBURG & ANTWERP	DEIHI	Brit. str.	1	H. S. Bradshaw	F. & O. S. N. Co.	On 5th Sept., at Noon
LONDON, HAMBURG & ANTWERP	NYANZA	Brit. str.	1	Kotaka	HAMBURG-AMERICA LINE	About 9th Sept.
LONDON, HAMBURG & ANTWERP	SPEZIA	Ger. str.	k.w.	Deinai	HAMBURG-AMERICA LINE	About Middle of Sept.
LONDON, HAMBURG & ANTWERP	AMBRIS	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 30th September
LONDON, HAMBURG & ANTWERP	BRASILIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 4th October
LONDON, HAMBURG & ANTWERP	SILSIA	Ger. str.	k.w.	Sellier	HAMBURG-AMERICA LINE	On 18th October
LONDON, HAMBURG & ANTWERP	YARRA	Fr. str.	1	K. Homan	MESSAGERIES MARITIMES	On 1st Sept., at 1 P.M.
LONDON, HAMBURG & ANTWERP	SANUKI MARU	Jap. str.	1	A. Keith	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
LONDON, HAMBURG & ANTWERP	AWA MARU	Jap. str.	1	Peter	NIPPON YUSEN KAISHA	On 16th Sept., D'light
LONDON, HAMBURG & ANTWERP	CHARTAY	Ger. str.	k.w.	G. Melchers	MELCHERS & Co.	Middle of September
LONDON, HAMBURG & ANTWERP	SLAVONIA	Ger. str.	k.w.	G. Melchers	MELCHERS & Co.	On 11th Sept.
LONDON, HAMBURG & ANTWERP	DEUTSCHENBERG	Ger. str.	k.w.	G. Melchers	MELCHERS & Co.	On 9th Sept., at Noon
LONDON, HAMBURG & ANTWERP	INDRAMATO	Am. str.	1	G. Melchers	MELCHERS & Co.	On 10th Sept.
LONDON, HAMBURG & ANTWERP	EMPEROR OF JAPAN	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 11th Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	LENNOX	Brit. str.	2	G. Melchers	MELCHERS & Co.	On 11th Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	IYO MARU	Jap. str.	2	G. Melchers	MELCHERS & Co.	On 1st Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	INVERIC	Brit. str.	2	G. Melchers	MELCHERS & Co.	About 26th Sept.
LONDON, HAMBURG & ANTWERP	KAGA MARU	Jap. str.	1	G. Melchers	MELCHERS & Co.	On 15th Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHANGSHA	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	YAMATA MARU	Jap. str.	1	G. Melchers	MELCHERS & Co.	On 4th Sept., at Noon
LONDON, HAMBURG & ANTWERP	MAVIA MARU	Ger. str.	1	G. Melchers	MELCHERS & Co.	On 10th Sept., at 5 P.M.
LONDON, HAMBURG & ANTWERP	NIHIO MARU	Jap. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Oct., at Noon
LONDON, HAMBURG & ANTWERP	LIUTAXIA	Rus. str.	1	G. Melchers	MELCHERS & Co.	On 3rd Sept.
LONDON, HAMBURG & ANTWERP	TRANSQUER	Dan. str.	1	G. Melchers	MELCHERS & Co.	On 15th Sept.
LONDON, HAMBURG & ANTWERP	KAMAKURA MARU	Jap. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept., at Noon
LONDON, HAMBURG & ANTWERP	NIKKO MARU	Jap. str.	1	G. Melchers	MELCHERS & Co.	Quick despatch
LONDON, HAMBURG & ANTWERP	TIPANAS	Dut. str.	1	G. Melchers	MELCHERS & Co.	On 1st Sept.
LONDON, HAMBURG & ANTWERP	WINGSANG	Fr. str.	1	G. Melchers	MELCHERS & Co.	On 1st Sept., at Noon
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	To-morrow, at 10 A.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 31st inst., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 31st inst., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept., at Noon
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	About 3rd Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 9th Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	About 9th Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 10th September
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 8th Sept., at Noon
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	About 12th Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 18th Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	Quick despatch
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 30th inst., at 2 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	To-day, at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	To-day, at 2 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	To-day, at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	To-morrow, at Noon
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 4th Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 5th Sept., at Noon
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 5th Sept., at 4 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 1st Sept., at 3 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 2nd Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 12th Sept., at 3 P.M.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	On 4th Sept.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1	G. Melchers	MELCHERS & Co.	Quick despatch

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"MANILA" Capt. Minssen	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semhill	Beginning of September.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. Meiners	Wed. day, 9th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About Wed. day, 9th September.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 28th August, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPEROR LINE" Sailing 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	...	SATURDAY, 5th Sept.	26th Sept.
"LENNOX" 3,700	...	FRIDAY, 11th Sept.	10th Oct.
"EMPEROR OF CHINA" 6,000	...	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE" 6,168	...	SATURDAY, 3rd Oct.	27th Oct.
"EMPEROR OF INDIA" 6,000	...	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN" 6,000	...	SATURDAY, 7th Nov.	27th Nov.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,400 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... 240 ... 242 ...
 and let Class Railway ...
 First Class rate to London includes cost of meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.
 For further information, Mails, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. BRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prince, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 31st Aug. P.M.
MARSEILLES VIA PORTS	"YARRA" Capt. Scheller	On 1st Sept., 1 P.M.
SHANGHAI	"VILLE DE LA CIOTAT" Capt. Barillon	On 14th Sept., P.M.
MARSEILLES, &c.	"AUSTRALIEN" Capt. Veron	On 15th Sept., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
P. NALIN, ACTING AGENT, Queen's Building.
 Hongkong, 19th August, 1908. 2

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
INVERIC	4,789	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS, Queen's Building.
 Hongkong, 27th August, 1908.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAVRE AND ANTWERP

THE Steamship
"GLENROY"
 Captain T. Darke, will be despatched as above on SUNDAY, the 30th August.
 For Freight apply to
McGREGOR BROS. & GOW,
 Hongkong, 13th August, 1908. 1178

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcorcy, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Weihaiwei
Astoria, 2nd class cruiser, 4350 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan, Colombo to recommission
Bedford, British cruiser, Capt. S. E. Erskine, R.N., Weihaiwei
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. Hon. R. O. D. Bridgman, Weihaiwei
Britannia, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Yangtze
Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong
Clio, British sloop, 1070 tons, Comdr. C. D. S. Ralke, Hongkong
Fama, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut.-Comdr. G. Greeno, Weihaiwei
Flores, 2nd class cruiser, 4350 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Shanghai
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Weihaiwei
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. G. C. Dickson, Weihaiwei
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lieut.-Comdr. C. A. Freemantle, Weihaiwei
Kent, armoured, 2800 tons, 14 guns, 22000 h.p., Capt. G. C. A. Macdonald, Weihaiwei
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton-Baker, Weihaiwei
Kinsale, river gunboat, 618 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtze
Merlin, surveying ship, 1900 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Jemisson
Monsieur, cruiser, 3800 tons, Capt. G. W. Smith, Weihaiwei
Mooreen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, West River
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. E. S. Roy, R.N., Yangtze
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Paid off
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, Hongkong
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. D. Tickle, West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Alan Dixon, Yangtze
Taku, torpedo boat destroyer, Born. Strath, Hongkong
Tamar, receiving ship, 4600 tons 6 guns, Rear Admiral Stokes, Hongkong
Ten, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. H. R. Godfrey, Yangtze
Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. H. T. Atlay, on route Weihaiwei
Virago, torpedo-boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Lieut.-Comdr. Stevenson, Weihaiwei
Waterwitch, surveying ship, 620 tons, 4500 h.p., Lieut.-Comdr. H. P. Douglas, Port Swettenham
Whiting, torpedo-boat destroyer, 380 tons, 6 guns, 5900 h.p., Lieut.-Comdr. J. Kiddle, Hongkong
Widgeon, gunboat, 185 tons, 2 guns, 800 h.p., Lt.-Comdr. John F. Knox, Yangtze
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. R. V. Cuttill, Dormer, Yangtze
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. R. Livingston, Yangtze

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT HONGKONG
 FOR
DEMAND DRAFTS ON BOMBAY
 On the Day Preceding the Departure of the English Mails from the

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 3rd Sept.	Freight and Passage.
LONDON via Usual Ports	DELHI	Noon, 5th Sept.	See Special of Call.
LONDON and ANTWERP	NYANZA	About 9th Sept.	Freight and Passage.
ANG. COLOMBO PORT	Capt. H. S. Brashaw		
SAID and MARSHALLS			
SHANGHAI, MOJI, KOBE	PERA	About 12th Sept.	Freight only.
and YOKOHAMA	Capt. W. W. Cooke, R.N.R.		

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 28th August, 1908

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO	"KUEICHOV"	On 28th Aug. 4 P.M.
and TIENTSIN		
AMOY, NINGPO and SHANGHAI	"YINGCHOW"	On 28th Aug. 4 P.M.
CEBU and HOLOLO	"KAITONG"	On 29th Aug. 4 P.M.
MANILA	"TAMING"	On 2nd Sept. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, OKTOWN, CAIENS, OWNSVILLE, BRISBANE, YDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 2nd Sept. 4 P.M.
TSINGTAU, CHEFOO and NEWCHOWANG	"NANCHANG"	On 2nd Sept. 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Telephone 36.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 27th August, 1908.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SILESIA ... 10th September

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SAMBIA ... 16th September

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SUEVIA ... 25th September

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SENGAMBIA ... 10th October

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. BELGRAVIA ... 17th October

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st August, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

THE CO'S S.S.

LEAVING

* SHANGHAI via SWATOW, "CHOSHUN MARU" SATURDAY, 28th Aug. at 10 A.M.

* AMOY & FOOCHOW "DAIJIN MARU" SUNDAY, 30th Aug. at 2 P.M.

* TAMSUI via SWATOW, "SHOSHU MARU" WEDNESDAY, 2nd Sept. at 10 A.M.

* ANPING via SWATOW, "SHOSHU MARU" WEDNESDAY, 2nd Sept. at 10 A.M.

* AMOY

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fookchow, until Further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabin Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 28th August, 1908.

T. ABIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STEAMERS

TO SAIL

TIENTSIN via SWATOW, "CHEONGSHING" Tuesday, 1st Sept. Noon.

WEIHAWEI & CHEFOO

SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 1st Sept. 3 P.M.

SHANGHAI via NINGPO, "WINGSANG" Wednesday, 2nd Sept. Noon.

MANILA "YUENSANG" Friday, 4th Sept. 4 P.M.

SHEAL, YOKOHAMA, KOBE & MOJI, "NAMSANG" Tuesday, 8th Sept. Noon.

SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Saturday, 12th Sept. 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kotsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 8 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, they will have all modern improvements and are fitted throughout with Electric Light. Every qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

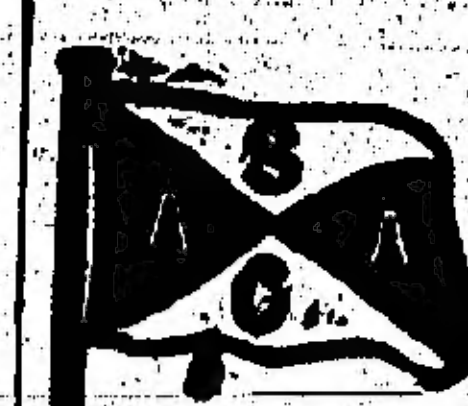
* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 28th August, 1908.

HONGKONG-NEW YORK
AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS
AND-SUEZ CANAL

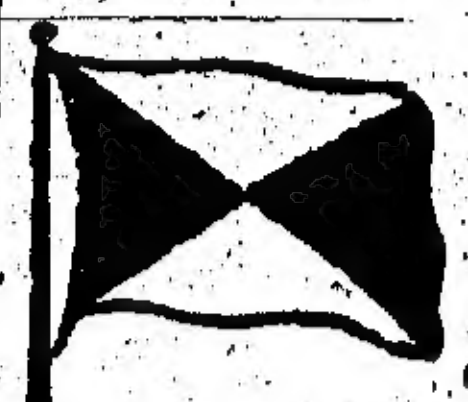
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 18th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 15th August, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 29th Aug. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th Sept. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th August, 1908.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

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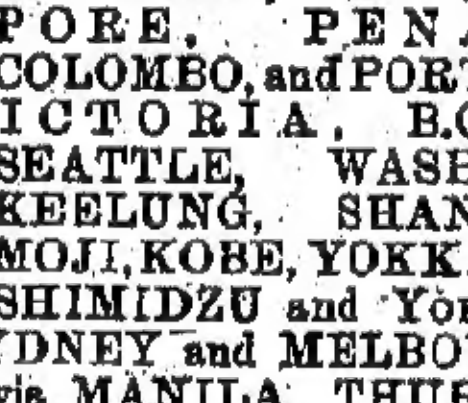
= QUESSANT ... 5th Sept. = CEYLAN ... 28th Nov.

+ AMIRAL OLRY ... 12th Oct. = CORSE ... 11th Jan. 09

= New Twin Screw, 19,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	* SANUKI MARU Capt. K. Homma	WEDNESDAY, 2nd Sept. at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via KEBELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU	* AWA MARU Capt. A. Keith	WEDNESDAY, 16th Sept. at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	* IYO MARU Capt. S. Ishikawa	TUESDAY, 1st Sept. at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	* KAGA MARU Capt. G. S. Lapraik	TUESDAY, 15th Sept. at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	* YAWATA MARU Capt. T. Sakai	FRIDAY, 4th Sept. at Noon
KOBE and YOKOHAMA	* NIKKO MARU Capt. T. Harrison	FRIDAY, 2nd Oct. at Noon
SHANGHAI, MOJI and KOBE	* NIKKO MARU Capt. T. Harrison	WEDNESDAY, 2nd Sept. at Noon
	* MOYORI MARU Capt. J. Honda	FRIDAY, 4th September
	* KAMAKURA MARU Capt. H. Fraser	TUESDAY, 8th September
	* FOTOMI MARU Capt. M. Winkler	WEDNESDAY, 9th September

* Fitted with Marconi's System of Wireless Telegraphy.

* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

* Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

* For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 28th August, 1908.

T. KUSUMOTO,
MANAGER.EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,
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GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR

STEAMERS

DATE OF SAILING

SINGAPORE, CALCUTTA & COLOMBO "ARONIA" ... On 2nd Sept.

VLADIVOSTOK "LITUANIA" ... On 3rd Sept.

HAYRE "CATHAY" ... Middle of Sept.

OKOHAMA and KOBE "TRANSQUEBAR" ... On 15th Sept.

For Further Particulars, apply to

MEGHERS & CO.,
AGENTS.

Hongkong, 28th August, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJILATAP	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILLWONG	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.

Hongkong, 20th August, 1908.

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
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18, DES VOGES ROAD,
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SHIPPING IN PORT.

STEAMERS.

AMIGO, German str., 700, Frandsen, 28th Aug.

—Johansen & Co.

ARNELL, British str., 2,433, Winsom, 24th Aug.

—Bradley & Co.

CHATHAM, British str., 2,316, A. J. Duff, 5th Aug.

—Callao 24th June—Chinese.

CHUYEN, Chinese str., 1,171, C. Stewart, 28th Aug.

—Shanghai 21st August, General—Chinese.

CHOSHUN MARU, Japanese str., 1,204, Suruga, 24th Aug.

—Shanghai August 19th and 24th Aug.

—General—Osaka Shosen Kaisha.

CLAYBURN, British str., 2,518, W. H. Sedon, 17th Aug.

—from Cardiff, Coals—Doddwell & Co.

DAIWIN MARU, Japanese str., 1,900, I. Sakurai, 26th Aug.

—Tamsui via Amoy & Swatow 25th Aug.

—General—Osaka Shosen Kaisha.

FOOSHING, British str., 1,235, E. Woolley, 17th Aug.

—Wuhu and Chinkiang 11th Aug.

—Rice—Jardine, Matheson & Co.

FORER DALL, British str., 2,333, Noall, 24th Aug.

—Samarang 10th August, Sugar—Butterfield & Swire.

GLENGOLE, British str., 2,389, Larking, 26th Aug.

—Singapore 21st August, General—Chinese.

HONGKONG, British str., 1,216, W. C. Passmore, 12th Aug.

—Poonchow Aug. 12th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.

HAITAN, British str., 1,184, J. S. Roach, 26th Aug.

—Fookchow August 23rd, Amoy 24th and Swatow 25th, Tea and General—Douglas, Lapraik & Co.

IYO MARU, Japanese str., 3,918, S. Ishikawa, 23rd Aug.

—Japan & Shanghai 20th Aug. General—Nippon Yusen Kaisha.

JAPAN, British str., 3,000, J. G. Offient, 23rd Aug.

—Calcutta via a 8th Aug 8th and Singapore 19th, General—David Sassoon & Co., Ltd.

KAIPONG, British str., 957, Mathias, 22nd Aug.

—Cebu and Iloilo 18th August, General—Butterfield & Swire.

KEENUN, British str., 9,060, Evans, 26th Aug.

—Tacoma U.S.A. 2nd August, General—Butterfield & Swire.

KORBA, American str., 5,651, Andrew Dixon, 19th Aug.

—San Francisco 23rd July and Shanghai 16th August, Mails and General—Pacific Mail Steamship Co.

KOWLOON, German str., 1,740, A. Enigh, 22nd Aug.

—Mororan and Swatow 21st Aug. Deas—Humburg-Amerika Linie.

KUEICHOV, British str., 1,787, G. Hooker, 23rd Aug.

—Chefoo 17th August, General—Butterfield & Swire.

LAISANG, British str., 2,224, E. J. Tadd, 20th July.

—Calcutta July 5th, and Singapore 15th, General—Jardine, Matheson & Co.

LAUSCH, German str., 2,031, Spelling, 25th Aug.

—Moji 17th Aug. Cal—Jensen & Co.

LENNOK, British str., 2,350, F. McNeil, 24th Aug.

—Vancouver 27th July and Shanghai 20th August, General—C. P. R. Co.

LOCKSW, German str., 1,030, W. Tanbort, 25th Aug.

—Bangkok 17th August, Rice—Butterfield & Swire.

LOONGSANG, British str., 1,032, S. J. Payne, 24th Aug.

—Manila via Amoy 23rd Aug. General—Jardine, Matheson & Co.

MACQUE, British str., 1,225, G. H. Burch, 17th Aug.

—London and Singapore 11th August, General—Doddwell & Co.

MANILA, German str., 1,108, J. Minnsen, 21st Aug.

—Sydney 30th July, General—Melchers & Co.

MEEBOO, Chinese str., 1,385, Ericart, 22nd Aug.

—Shanghai 18th Aug. General—Chinese.

ONKANG, British str., 1,787, T. Wheeler, 14th Aug.

—Moji 8th August, Coal—Jardine, Matheson & Co.

PAKIAU, German str., 1,018, J. Wenzel, 18th Aug.

—Swatow 17th August, General—Butterfield & Swire.

PERUMEN, British str., 1,063, Scott, 26th Aug.

—Saigon 21st August, General—Chinese.

QUARTA, German str., 1,852, H. Madess, 15th Aug.

—Pulo Pukum 9th Aug. Old-Iron Tanks—Sunder, Wieler & Co.

RAJAKU, German str., 1,189, H. Bremer, 22nd Aug.

—Bangkok via Hallow 15th August, Rice and Wood—Melchers & Co.

RAJNAB, Norwegian str., 1,200, Augusten, 17th Aug.

—Rajang 10th August, Timber—Wallen & Co.

RUBI, British str., 1,811, R. W. Almond, 21st Aug.

